

## REMARKS

By this Amendment, claim 17 is amended. Claims 18-21 remain in the application. Claims 22-27 were withdrawn from consideration by the Examiner based on the election of the species of Invention I in the December 5, 2005 Response.

Thus, claims 17-21 are active in the application. Reexamination and reconsideration of the application are respectfully requested.

In item 4 on page 2 of the Office Action, claim 17 was rejected under 35 U.S.C. § 103(a) as being unpatentable over Schreder (U.S. 5,504, 482). Without intending to acquiesce to this rejection, claim 17 has been amended to more clearly illustrate the marked differences between the present invention and the applied references. Accordingly, the Applicant respectfully submits that the present invention is patentable over the applied references for the following reasons.

The present invention provides an interactive navigation system that includes a server and a mobile apparatus, which a user operates to perform a route search. The user of the mobile apparatus inputs user input information indicating at least a destination. A first transmitter unit of the mobile apparatus transmits the user input information to the server, whereupon the server is operable to determine an optimum route for the user of the mobile apparatus based on the user input information. The mobile apparatus then receives map data for navigation based on the optimum route found by the server. The mobile apparatus can then store the map data into a storage medium of a storage unit. Furthermore, as disclosed in paragraph [0161] on page 54 of the substitute specification (corresponding to paragraph [0121] on page 54 of the original specification), a notification unit of the mobile apparatus notifies the user of a date on which the map data was stored into the storage medium.

By being notified of the date on which the map data was stored, the user can either reuse the stored map data or request new map data of an optimum route if, for example, road conditions have changed due to traffic or inclement weather or the user decides that the stored map data is not recent enough. Each time the user of the mobile apparatus downloads map data from the server, the user must pay the charged amount for the downloaded data.

Therefore, if the map data that the user desires is already stored in the storage unit, the user does not have to download new map data and thereby avoids having to pay for new map data. However, since road conditions frequently change due to traffic or weather conditions, the stored map data may no longer indicate the optimum route, or the stored data may be out of date due to changed route conditions. Accordingly, since the notification unit notifies the user of the date on which the map data was stored into the recording medium of the storage unit when the route guidance unit of the mobile apparatus determines that route guidance can be performed, it is solely the user's decision whether to update the map data that is stored in the storage unit. That is, in contrast to the conventional navigation systems and methods, new map data is not automatically downloaded to the mobile apparatus.

Typically, a user desires to view the most recent version of the map data, but the user will also want to minimize the amount of charge for the map data download. Therefore, based on the storage date of the map data that is presented to the user by the notification unit, the user can determine whether to download map data from the server and thereby determine when to incur new costs for the new map data.

Accordingly, the interactive navigation system of the present invention allows a user to determine whether he or she wants to download map data of an optimum route from the server based on the date on which the map data was stored into the storage medium. By allowing the user to decide whether he or she wants to download new map data from the server or reuse map data that is already stored in the storage unit of the mobile apparatus, the user can thereby control the costs that are associated with using the interactive navigation system. Further, by allowing the user to selectively download map data of an optimum route as he or she desires, the interactive navigation system of the present invention allows the provider of the map data, i.e., the server, to efficiently use communication bandwidths.

Claim 17 recites the above-described features of the present invention. In particular, claim 17 recites an interactive navigation system comprising a mobile apparatus and a server. The mobile apparatus of claim 17 is recited as comprising a notification unit which is operable to notify a user of a date on which the map data was stored into the storage medium, where the notification unit is operable to notify the user

of the date on which the map data was stored into the storage medium when the route guidance unit determines that the route guidance can be performed.

The mobile apparatus is also recited in claim 17 also comprising a first transmitter which is operable to transmit the user input information to the server when at least one of the route guidance unit determines that the route guidance cannot be performed and the user provides an instruction to update the map data stored in the storage medium of the storage unit in response to the notification unit notifying the user of the date on which the map data stored into the storage medium.

Schreder discloses an automobile navigation system in which a mobile apparatus provided in a vehicle communicates with a server to obtain route guidance information based on considerations of traffic patterns and travel time in view of the vehicle's current position. Schreder discloses that a driver information system 24 in the vehicle computes route guidance information that is correlated between received vehicular information including a desired destination point entered by the user of the vehicle, map information stored in a map storage system 46, current position information of the vehicle from a vehicle dynamic position system 22, and traffic flow information from a radio data system 28 (see Column 8, lines 60-66).

Schreder also discloses that the map storage system 46 is preferably a CD-ROM reading device that reads local digitized road maps stored on CD-ROM disks. Schreder discloses that the map storage system 46 may alternatively be a semi-conductor memory or a jukebox type mechanism for storing road maps and accessing a plurality of local area digitized road map memory storage devices. With this arrangement of the map storage system 46, Schreder discloses that a plurality of local area digitized road maps could be used and updated with new maps to keep a desired local area current to new road conditions (see Column 8, lines 40-50).

On page 3 of the Office Action, the Examiner referred to Column 10, lines 15-20 and Column 11, lines 15-20 in alleging that Schreder discloses a notification unit which notifies a user of a storage time point of stored map data. However, lines 15-20 of Column 10 of Schreder merely disclose that a route planning processor 70 receives information identifying the current position of the vehicle from a map coordinate translator processor 74 so that the route planning processor 70 can locate the current

position of the vehicle within a stored road map and display a map portion pertaining to the vicinity of the vehicle. In addition, lines 15-20 of Column 11 merely disclose that a RF navigation processor 92 performs three-dimensional positioning of the vehicle's current position by using several GPS satellite signals, and that an inertial navigation system 20 includes a dynamic motion sensor 94 which obtains acceleration and velocity measurements of the vehicle.

Accordingly, lines 15-20 of either Column 10 or 11 of Schreder clearly do not disclose or suggest a notification unit which notifies a user of the date on which the map data was stored into the storage medium when a route guidance unit determines that the route guidance can be performed, as recited in claim 17.

Furthermore, no other portion of Schreder discloses, suggests or even contemplates that a user of the navigation system is notified of a date on which map data is stored into a storage medium when a route guidance unit determines that a route guidance can be performed. As mentioned above, Schreder merely discloses that map data are stored on and read from a CD-ROM, or are obtained from a plurality of road map memory storage devices. Nowhere in the disclosure of Schreder is there even a remote suggestion that the vehicle's user is notified of a data when the map data is stored so that the user could determine whether to obtain new map data. Instead, according to Schreder, the vehicle's user merely is presented with stored map data based on the user's current position and his or her desired destination.

Accordingly, Schreder clearly does not disclose or suggest a notification unit which is operable to notify the user of the date on which the map data was stored into the storage medium when the route guidance unit determines that the route guidance can be performed, as recited in claim 17.

Therefore, the Applicant respectfully submits that Schreder clearly fails to disclose or suggest each and every limitation recited in claim 17.

Furthermore, in view of the clear distinctions discussed above, the Applicant respectfully submits that one skilled in the art would not have been motivated to modify Schreder so as to result in, or otherwise render obvious, the invention of claim 17.

Accordingly, the Applicant respectfully submits that claim 17 is clearly patentable over Schreder since Schreder clearly fails to disclose or suggest each and every limitation recited in claim 17.

In item 7 on page 4 on page 4 of the Office Action, claims 18-21 were rejected under 35 U.S.C. § 103(a) as being unpatentable over Schreder in view of Hoshino et al (U.S. 6,088,580).

As demonstrated above, Schreder clearly fails to disclose or suggest a notification unit which is operable to notify the user of the date on which the map data was stored into the storage medium when the route guidance unit determines that the route guidance can be performed.

Similar to Schreder, Hoshino et al. also fails to disclose or suggest the notification unit recited in claim 17.

Consequently, Hoshino et al. does not cure the deficiencies of Schreder for failing to disclose or suggest each and every limitation of claim 17.

Accordingly, no obvious combination of Schreder and Hoshino et al. would result in the invention of claim 17 since Schreder and Hoshino et al., either individually or in combination, clearly fail to disclose or suggest each and every limitation recited in claim 17.

Furthermore, it is submitted that the distinctions discussed above are such that a person having ordinary skill in the art at the time the invention was made would not have been motivated to modify Schreder and Hoshino et al. in such a manner as to result in, or otherwise render obvious, the present invention as recited in claim 17.

Therefore, it is submitted that the claim 17, as well as claims 18-23 which depend therefrom, are clearly allowable over the prior art as applied by the Examiner.

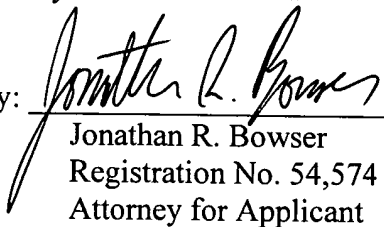
In view of the foregoing amendments and remarks, it is respectfully submitted that the present application is clearly in condition for allowance. An early notice thereof is respectfully solicited.

If, after reviewing this Amendment, the Examiner feels there are any issues remaining which must be resolved before the application can be passed to issue, the Examiner is respectfully requested to contact the undersigned by telephone in order to resolve such issues.

Respectfully submitted,

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